VETERANS MAY RIDE FREE

Detroit Encampment Rates Lowered Still Further by the Chicago & Alton.

More Slashing Likely to Follow-The Wabash Responsible for the Fight-A Forgotten Con Tariff-Railway Foreclosures.

The situation in regard to rates for the Grand Army encampment at Detroit seems to be growing worse every day. When the Western Passenger Association meets in Chicago to-day it will find that the complications have increased since the meeting was called, and that it will be no easy task to straighten out the sparl resulting from the controversy between Chairman Finley and the Chicago & Alton management. General Passenger Agent Charlton, of the latter road, exploded another bomb-shell yesterday in the following brief note to Mr. Finley: "The Wabash has notified us that it has made a rate of \$8 from 8t. Louis to Detroit and return, and that, under the rules of that company, all tickets reading via the direct line in either direction, between St. Louis and Detroit, may be honored via Chicago. To meet this we shall have to make a rate from St. Louis to Chicago and return of \$5, tickets to be sold July 31 and Aug. 1 and 2, good going on date of sale and good for return passage to Aug. 18, inclusive. The rule of the Wabash that its excursion tickets to Detroit and return are good either via the direct line or via Chicago is prominently announced in circulars issued

by Grand Army posts in St. Louis."
Chairman Finley has authorized the association lines to meet any rates made by the Alton. The Atchison gave notice today that it would make a round-trip rate of \$8 between St. Louis and Detroit, by way of Chicago. A report was current to the effect that both the Illinois Central and the Wabash had decided to withdraw from the Western Passenger Association. but the officials of these roads deny that

there is any truth in the story. W. B. Shattuc, general passenger agent of the Ohio & Mississippi railway, annonness that he has notified the Western lassenger Association that he will put into effect a reduced rate between St. Louis and Cincinnati on the same per-mile basis as the cut between Kansas City and St. Louis, whatever that may be.

Railway Foreclosures in 1891,

The record of railway foreclosures the first six months of 1891 shows that the wrecking process by which a few become suddenly wealthy is as effective as ever. From Jan. 1 to July 1 sixteen roads were sold under foreclosure. Their aggregate mileage was 2,590 miles; they represented a capital stock of \$52,496,000, or a total capitalization of \$106,500,000. With but few exceptions these roads were secured by more powerful syndicates, who, in turn, will dispose of them to some railway corporation at a handsome advance on the price for which they were bid in. What is a little singular is that sixteen roads went into the hands of a receiver in the first six months of 1891. In speaking of this fact the Buffalo Courier says: "Of the sixteen new roads which were placed in the hands of a receiver seven were Southern roads recently gone into operation, having doubtless all passed through the process of brilllant prospects, generous subscriptions to stock, negotiated bonds, enthusiastic opening, defaulted interest payments, expensive litigation and bankruptcy. The wreckers got in their work in season, and again the world is impressed with the idea that American railroads that pay dividends to the original stockholders have yet to be discovered."

The Alton's Mate. The Wabash is becoming about as troublesome in the way of independent action and manipulation of rates as is the Chicago & Alton. The chairman of the Western Pas-

senger Association has called General Passenger Agent Chandler, of the Wabash, to account for some of his announcements of a reduction in rates. Mr. Chandler informs Chairman Finley that he is simply carrying out the policy of a former general manager, before the formation of this association. Those acquainted with the situation say that Mr. Chandler is in error in this statement. Receiver McNulta, when running the road, had such a policy. If General Manager Hays continues to carry out such a policy it has not been made apparent in any of his rulings. In fact, it is well known that Mr. Hays repudiates the Mc-Nulta policy. It is unfortunate for the roads that the Western Passenger Association and the Central Traffic Association are at loggerheads over so many questions

which affect the reads and tend to demoralize rates. Adjourned to Chicago.

The Southwestern Railroad and Steam ship Association, which adjourned its meeting from St. Louis to Chicago to get the benefit of the lake breeze, is holding daily sessions at the Auditorium Hotel in the windy city. The work on which the association is engaged is a careful revision of the agreement, an action that became necessary in order to keep the Missouri, Kansas & Texas road in the fold. The new management of that company held that it was not liable for obligations contracted by a former management, and declined to be governed by an agreement in the framing of which it has had no voice. For this reason it was decided to reorganize the association, and the Missouri, Kansas & Texas is assisting in the work. It is not expected that any very important changes will be made in the agreement.

Coal Tariff Withdrawn. The Wabash has withdrawn the coal tariff by which it made a rate from Toledo to the Missouri river 70 cents per ton less than the rate by way of Chicago. The publication of the fact that there was such a tariff in existence caused the Wabash people to send a hasty message to Chairman Midge-ley, of the Western Freight Association, assuring him that the tariff would be immediately withdrawn and that a mistake

had been made. They explained that the tariff had been issued as long ago as last September, and that when rates were agreed on in January they forgot to withdraw the old ones. Personal, Local and General Notes. John Williams, general manager of the Vandalia lines, was in the city yesterday

on legal business. It is getting to be a busy time again on the Beit road, the transfers now ranging from 2,200 to 2,400 cars every twenty-four

The Toledo, St. Louis & Kansas City sarned in the third week in July, \$40,225; increase over the corresponding week of

The Big Four is building a more commodious treight depot at Marion, O., this station now being quite an important one on the Indianapolis division.

The shipments East of live stock the last forty-eight hours have been very heavy, reaching 140 car-loads, about sixty of which were loaded with cattle for export.

The local freight agents were in session yesterday most of the day, engaged in adusting rates to certain Western points where there has been much need of an ad-

Rumor has it that the New York Central is about to secure possession of the Delaware & Hudson Canal road, giving the Central entrance into the best coal fields of Pennsylvania.

The Indianapolis & Vincennes will, within the next ten days, complete two new iron bridges over White river, leaving but one wooden structure over any stream of

importance on the line. The Wabash has put on six additional switching engines this week at Toledo, to handle the business at that point, Grain is pouring into the Toledo elevators in un-

precedented quantities. Everything points to theatrical troupes being more strictly held to rates the coming season than ever before. West of the

is to purchase round-trip tickets. This side of the river the theatrical and party-rate question is still unsettled, but it is quite probable that the rate of the last twelve months will prevail, so many lines are there that will get business at some figure.

The Indiana official department of the G.
A. R. go from Indianapolis to Detroit over
the Lake Erie & Western road. A number
of ladies will accompany the officers.
Special cars are being provided for them. Commencing with Sunday next, Train 37, on the Cincinnati, Hamilton & Dayton line, will leave Indianapolis at 2:21 P. M.

the train which hauls the St. Louis and Cincinnati parlor car. The Lake Shore is erecting a number of interlocking swifenes and signals at points on its line where it crosses other roads. One will be put in operation to-day at Goshen, Ind., displacing the target which has been in use there for many years.

and reach Cincinnati at 5:30 P. M. This is

The Peoria & Eastern is now handling six hundred loaded cars a day, and would do more were the cars to be had to move the business offered. Not only is there a heavy movement of wheat, but miscellaneous freights are unusually heavy for

Plane have been prepared by the Pennsylvania Company for a building, in addition to its present shops here, in which to construct passenger coaches. The building will be so censtructed that twelve coaches can be housed for repairs or building at

General Passenger Agent Barker, of the Louisville, New Albany & Chicago, is still selling tickets over the Monon in the Auditorium Hotel, Chicago, awaiting the return of General Manager McDoel and General Superintendent Collins to confer as regards their withdrawal.

John Chesborough, general passenger agent of the Vandalia, was in the city yesterday. He states that the cut in rates made by the lines between Kansas City and St. Louis affects as yet only east-bound rates; however, should there be a further drop west-bound rates would also be af-

David Brown has resigned his office as general manager of the West Shore fastfreight line, to take effect Aug. 1. His suc-cessor will be James McQueen, jr., whose headquarters will be in Detroit. Mr. Brown continues in the position of assistant general freight agent of the Chicago & Grand Trunk.

The Mahoning division of the N. Y., P. & O. (Erie) has become one of the best paying roads in Ohio. There is not a poor freight town on the line, and the amount of iron of Stanton J. Peelle, one of the Edison company's attorneys, leave was granted coal this division of the Erie handles in the complainant to file an amended comtwelve months is surprising. Its best towns are Sharpsville, Sharon and Youngs-

The Lake Erie & Western is setting an example in the matter of earnings which other roads may well copy. In the third week of July it earned \$74,694,14; increase over the corresponding week of 1890, \$21,-548.75. The first twenty-one days of this month the road earned \$194,278.83; increase over corresponding three weeks of 1890,

For three years past, says a train official, there has been a steady increase in train mileage and fully as marked a decrease in car mileage. This is due to the introduction. on through business especially, of cars of 50,000 and 60,000 pounds capacity. Thirty cars now represent as much freight tonage as did sixty cars ten years ago, or fortyfive cars three years ago.

The power of the Louisville, New Albany c Chicago is now in the best condition known to the road. There are but three engines in the shops, and those for light repairs. Business is so heavy that both the heavy and light engines owned by the company are in constant service. The new ten-wheel freight engines handle thirty loaded cars on any part of the road.

The Peoria & Eastern will earn, this month, \$12,000, or more than it did in July, 1890. If it keeps up this pace for the remaining eleven months of its fiscal year the Big Four will not be called on to make up any deficit on June 30, 1892, as the road s now being operated on a more economical basis than at any former period, the Henderson management not excepted.

A railroad financier yesterday, in speak-ing of the outlook for Indiana roads, remarked that he thought that hereafter the parent lines would not be called upon to pay any deficiencies for the Terre Haute & Logansport division of the Vandalia system or the Indianapolis & Vincennes division of the Pennsylvania lines, both of which have in the past been quite a burden

The ticket scalpers say that the outlook for their business was never more favorable than at the present time. The roundcity is now down to \$6.50, and between Cincinnati and Kansas City it is \$17, with prospects of its going lower in both cases. The north-and-south lines are drifting into a rate war, and with this excursion tickets will be in bounteous supply.

J. C. Everest, general agent of the Chicago, Milwaukee & St. Paul, is in the city on official business. He states that the earnings of the C., M. & St. P. for the fiscal year ending June 30, 1891, were over a millon dollars ahead of those of the year preceding, the passenger department contributing its proportion to the increase. This year be thinks the increase over 1891 will be as large as was that over 1890.

It is unfortunate, says a railroad official, that the Toledo, St. Louis & Kansas City company has an uneasy set of creditors who are determined, if possible, to place the road in the hands of a receiver again. The prospects are good, said the official, that if let alone one year it will work into good shape fluancially. As reorganized, it has a bonded debt of only \$20,000 to the nile against \$42,000 before it was reorgan-

The Cincinnati, Hamilton & Dayton and the Lake Erie & Western general passenger agents had supposed, from reports of the Grand Army of the Republic posts, that the Big Four had withdrawn from the field as a competitor for Detroit business, but letters sent yesterday by the assistant general passenger agent of the Big Four to commanders of posts at this point convinced the former that the Big Four was still in the field.

It is intimated that the real reason for the Pennsylvania Company changing its fast trains to run between Indianapolis and Columbus, O., via Dayton and Xenia, was that they might have the short line between the two cities, which entitles them to name rates. Running via Bradford, the Big Four, formerly the O., I. & W. had two miles the shortest line; under the change the Pennsylvania Company has six miles

the shortest line. Present indications are that the Sandusky & Columbus (Ohio) Short-line road is to be beilt. In fact, grading is now in progress south of Sandusky. A portion of the distance the route has not been fully settled upon. Some of the northern Ohio papers say that the Columbus, Shawnee & Hocking Valley company is behind the en-terprise. With the Big Four running between those two cities and not getting business enough to pay operating expenses and fixed charges, it is difficult to see how a new road between Sandusky and Columbus can

make both ends meet. In speaking of the future of the Indianapolis division of the Big Four (the old Beeline) an observing railroad man remarked: "The towns on the line are growing so rapidly and the business of the road increasing to such an extent that if the road does not now it will in the near future pay better net earnings than when it stood foremost as one of the through lines. For years past its through business was carried at such figures that, while it showed large gross earnings, the net earnings were decidedly slim. In years past Anderson, Muncie. Winchester and other good towns have suffered for lack of encouragement on the part of the Bee-line people, their hearts being set on doing large through business. The last twelve months the local business has been sought, and as a result the business of such stations as Anderson and Muncie has developed far beyond the expectations of the Big Four management. E. A. Peck, general superintendent, was on the old Bee-line long enough to know where the weak place in its operations was, and in the last year he has done much toward remedying it, and still more is to be done." Inquirer: There are now in the Wabash system 3.027 miles of road. 1,106 miles east of the Mississippi and 1,921 west of the river. It is capitalized as follows: Capital

stock, \$52,000,000, of which \$24,000,000 is

preferred stock. The first mortgage is \$34,-

000,000; as yet, only \$22,581,000 have been

sold. The first mortgage bonds cover lines

both east and west of the Mississippi, and

enough bonds are retained to retire the

prior liens on the road west of the Missis-

sippi as they mature. The debenture bonds,

which are an income non-cumulative,

amount to \$30,000,000, of which \$3,500,009

Beaton Herald It is to be hoped that the confiscation of Mrs. Astor's Parisian gowns doesn't leave her without redress.

Niagara Falls and Thousand Islands Promises to Be Very Large.

1890, the same, but in January, 1891, no interest was paid; in July last, 2 per cent. The series A bonds are preferable in respect to interest payments only, and were placed in a time of an emergency. The status of the Chicago & Detroit line is this: Nov. 25, 1890, the stockholders voted to construct or acquire a road from Montpelier, Ind., to Hammond, the Chicago & Western Indiana junction, a short distance out of Chicago, and to issue \$3,500,000 thereon. In March, this year, it was decided to defer carrying out this plan until the earn-

If there is any change in the general pas-senger and ticket agent of the Big Four lines, D. G. Edwards, now general passenger agent of the Queen and Crescent, is much more likely to get the position than is E. O. McCormick, general passenger and ticket agent of the Cincinnati, Hamilton & Dayton. This statement is based on re-marks which President Ingalls, of the Big Four, made to another official of the Big Four. Those who know the business qualifications of Mr. Ingalls and of Mr. McCormick well know that they would not work harmoniously, as Mr. McCormick has a pol icy of his own, and a winning one, too, and will not submit to interference.

ings of the company justified such an ex-

CULLINGS FROM THE COURTS.

The Edison People Do Not Get a Receiver for the Broad Ripple Company. In the federal court yesterday afternoon

in the suit of the Edison General Electric Company, of New York, against the Broad Ripple Rapid Transit Company, William Bosson, R. C. Light and William Henderson. Judge Woods refused the application for the appointment of a receiver. The charges of fraud and misrepresentation on the part of Bosson and Light, he said, were too general in their character. He further held that the complainant company well understood the conditions of the Broad Ripple company's enterprise when it entered into a contract to construct the line, and that the second contract, en-tered into May 27, did not change the terms of the first, but was simply in the nature of additional security. Judge Woods refused to take from Trustee Henderson's control the bonds of the Broad Ripple company, asserting that there was nothing at all which gave him the right to take such action without the trustee's consent. Mr. Henderson, he said, was at liberty to dispose of the bonds if he could do so. At the request

plaint. Ball-Bearings in Bicycles. David L. Whittier, of this city, yesterday filed in the federal court his answer to the suit for patent infringement, brought against him some time ago by Albert H. Overman, of Massachusetts. The alleged infringement is the using of ball-bearings in the manufacture of bicycles, Overman asserting that he is exclusive owner of all patents upon that important feature of the popular machine. Whittier, in his answer, says that the principle of ball bearings was in common use long before the original patents were obtained, and that the contrivance was not an invention, but simply an adaptation of previously known mechanical devices, and therefore not legally patentable. He says, further, that Overman has other suits of similar character pending against bicycle manufacturers elsewhere, and is afraid to push them, but merely keeps up the litigation to intimidate the trade.

Motion to Strike Out Overruled. Evansville, through its city attorney moved in the federal court, yesterday, to strike out certain allegations in an amended complaint filed by Theodore C. Woodbury in his suit against that place for \$50,000 on bonds which, it is charged, have not been paid. Judge Woods overruled the motion.

A Receiver Appointed. Lizette Syerup and others yesterday asked the Superior Court for the appointment of a receiver for the retail grocery owned by Charles O'Connor. It is stated in the complaint that O'Connor has left the city and that his assets are being wasted. Judge Walker appointed James Broden receiver, with a bond of \$5,000.

Notes from the Dockets. V. H. Lockwood, of this city, was admitted to practice in the federal court yesterday. Miss Fannie Meyers, who was tried for disturbing a religious meeting in Wayne township, was acquitted in the Criminal Court yesterday. James Winecoop, tried before Justice of the Peace Habich for pro-

voke in connection with the same affair,

was also acquitted. The Court Record. SUPERIOR COURT. New Suits Filed.

Bernhard Hartman vs. Herman Mæller et al.; notes. Demand, \$250. Lizette Syerup et al. vs. Charles O'Connor; account and appointment of receiver. Victoria Winchester vs. Charles P. Winchester; divorce. Failure to provide. Louisa Ross vs. James Ross; divorce. Crueity.

John Manion vs. Matthew Logan et al. foreclosure. Demand, \$2,000. Star Brewery Company vs. Herman Mæller; account. Demand, \$200. John Lather vs. Mary Smith; mechanic's lien. Demand, \$150.

Hon. Millard F. Cox, Judge. State vs. Fannie Meyer; disturbing re ligious meeting. Appeal from Smock, J. P. State vs. James Winecoop; provoke. Ap-

DAILY WEATHER BULLETIN. Local Forecasts. For Indianapolis and Vicinity-For the

peal from Habich, J. P. Acquitted.

twenty-four hours ending 8 P. M., July 25-Slightly cooler; fair weather. GENERAL INDICATIONS. WASHINGTON, July 24.-Forecast till 8 P.

M. Saturday: For Ohio, Indiana and Illinois-Fair till Sunday night; slightly cooler, except stationary temperature in north Illinois; winds becoming northwest.

Observations at Indianapolis. INDIANAPOLIS, July 24. Time. | Bar. | Ther. | R. H. | Wind. | Weather. | Pre. 77 South Pt.Cloudy 0.02 43 Nwest Cloudless 0.00 7 A. M. 30.14 71 7 P. M. 30.08 79 Maximum temperature, S6; minimum tempe ature, 66. Following is a comparative statement of the

temperature and precipitation on July 24: Mean.... Excess or deficiency since Jan. 1 .. *126 -4.86

General Weather conditions.

FRIDAY, July 24, 8 P. M. PRESSURE-The low barometric area moved eastward to New England; elsewhere the pressure is high; the center of the high areas moved southward; that west of the Mississippi to western Iowa, with 30.28, and the one east off the Florida coast,

TEMPERATURE-Comparatively cool temperature prevails over the northern portion of the country; 60° and less is reported from Manitoba, northern Wisconsin and central Michigan northward: 70° and below from South Dakota, Iowa, southern Michigan and the lower lakes northward; 80° and above from Colorado, Kansas, southern Illinois, Kentucky and Virginia southward. PRECIPITATION-Light local rains fell on the gulf coast, west of the Mississippi; on the Atlantic coast, from Virginia northward; near Lake Ontario, in western Iowa and New Mexico.

Might Use Her Old Ones.

"Big 4" Excursion of July 28

Passengers should call at "Big 4" offices and Missouri river the only manner they can se-sure any advantage over the regular tariff per cent. interest was paid. and in July, are new in the hands of agents.

MINOR CITY MATTERS.

Local News Notes. The Salem Chair Manufacturing Company, capital stock \$10,000, of Salem, Washington county, and the Whiteland Butter and Cheese Company, capital stock \$10,000, of Whiteland, Johnson county, were incorporated yesterday.

Building permits were procured yester-day by A. Bruner, two dwellings, corner St. Clair and New Jersey streets, \$6,480; Fred Ruskaup, addition to dwelling, John street, \$1,000; A. R. Benton, repairs to dwelling, corner College and Christian avenues, \$1,000.

Events to Occur. Dr. Tevis will preach at Seventh-street M. E. Church to-morrow morning upon "Organizations of Laboring Men, Their Friends and Their Enemies, and Their Rights and Their Wrongs."

The Indianapolis Social Union of the Young People's Societies of Christian En-deavor will hold a jubilee service in the Westminster Fifth Presbyterian Church next Wednesday evening. Reports from delegates to the recent national convention at Minneapolis will be submitted.

Judge Finch is spending a few days at Spencer with old friends. Mrs. L. W. Clayton has returned from a two weeks' visit at Anderson. Mrs. Joseph T. Magner left, yesterday, for Terre Haute to visit her sister. Mrs. Thomas G. Barry and Mrs. Fanny Morrison have gone to West Baden.

Personal and Society.

Mrs. Ernest Matthews and children will go next week to Brookville for a few days. Miss Julia Landers is expected home from Washington, D. C., early next week. Mr. Otto F. Haueisen has returned home from Europe and will go to New York early next week. Mrs. Frank Bird and daughter Jessie will

go Tuesday to visit Mrs. N. E. Alexander, at Youngstown, O. Mrs. Horace Caldwell and children, of Woodruff Place, have gone to Saudusky, O., for the summer.

Miss Julia A. Connor is home from Crawfordsville, where she has been visiting the family of Judge Davidson. Mrs. John Lawrie and son Pettis are at home from a visit of several weeks at

Ocean Grove and Asbury Park. Mrs. Vinson Carter, who has been visiting her father, Dr. J. D. Maxwell, at Bloomington, has returned home. Dr. Allison Maxwell has returned from ismily are spending the summer. Mr. and Mrs. Joseph Clayton, of Muncie,

are visiting the former's parents, Mr. and Mrs. L. W. Clayton, on College avenue. Judge and Mrs. Wilson Morrow and grandson, accompanied by Mrs. Wiles and daughter Nellie, will go to Spencer to-day. The Rev. M. L. Haines, D. D., will go East Monday and join his wife at Astoria, where she has been spending the last month. Mr. Asa Bloomer, who graduated with high honors at Princeton, this year, is visiting his parents on North Pennsylvania

President Langsdale, of the monument commission, received word yesterday of the death of his uncle, John Langsdale, of Center Square, this State. Mrs. T. A. Hendricks, accompanied by her

sister, Mrs. Herman, of Omaha, Mrs. Lida Thornton, of Cincinnati, and Mrs. Major. of Shelbyville, left for Asbury Park yester-MARTINSVILLE.

Miss Maud Laycock has returned to Indianapolis Miss Katie Lynch, of Indianapolis, is the guest of Mrs. Montgomery ... Miss Tulie Cunningham has returned from a month's visit in Kentucky and Tennessee. A social was given, last evening, at the home of W. R. Littell, in honor of Mrs. Littell's sister, Miss Magee, of Illinois Miss Lillie Cramer has returned from Vincennes. Miss Flora Hoover, of Shelby county, is the Miss Carrie White, of Gardner, Ill., is the guest of Mrs. J. J. Hilton....J. H. Payne and wife, of Lexington, Ky., are in the city. .. Miss Daisy Shaffer has returned from a short visit in Noblesville ... Miss Hattie Sweet has returned from a two months' stay in LaPorte....J. W. Rass and wife are visiting in Brooklyn Miss Katie Boyle has returned from a week's visit to Indianapolis. Mrs. W. L. Moore is visiting in Indianapolis...Mrs. Lou Hickey and daughter Edith are visiting in Centerion...Miss Bianche Cotiman, of Morgantown is the guest of Mrs. W. A. Carpenter...Mrs. J. M. Julian and son, of Brooklyn, are in the city....Mrs. Maggie Johns, of Gosport, is visiting relatives here ... Mrs. Dr. Smith. of Noblesville, is the guest of Mrs. Aaron Rose and Mrs. Jesse Brandon O. H. Brown and family are spending a few days visit-

ing in Monrovia and Hall. VINCENNES. Misses Lizzie and Rose Bushing are visit ing at Fort Wayne....Geo. Q. Neptune, wife and children are visiting at Thorntown. Ind Miss Maggie Day left this week for Albion, Ill., to visit relatives Mrs. Bates is visiting her daughters, at Evansville Mrs. J. D. LaCroix has returned from a visit to her old home at St. Louis Prof. A. Fairhurst and family, of Lexington, Ky., are visiting Dr. Fairhurst and family, of this city.... Miss Ella Kramer, of Martinsville, has returned home, after a visit to Miss Ora Welker.... Miss Bessie Venneman. of Evansville, has returned home, after a visit to her sister, Mrs. Crosson C Frailck and wife left this week for Mackinaw island, in Lake Michigan ... Mr. and Mrs. Schaeffer, of Gentryville, have started home after a visit to Mrs. Harvey Miss Ella Thompson, who has been visiting Miss Aggie Connery, has returned home to Indianapolis Miss Mary Postlewait has returned from Flat Rock,Mrs. W. H. Mosely and daughter, Miss Mand, left Monday for New York city and other Eastern cities Miss Alice Parrott, of Dayton, O., is the guest of Mr. and Mrs. Harvey....Mrs. J. W. Hill and children, of Sandborn, have joined Mr. Hill at Orlando, Fla.... Miss Eliza Chambers has returned

to Indianapolis. PICKED A SNAKE OUT OF WATER. A Trout Fisherman Who Will Hereniter

Exercise More Discretion. "I had a close call last Saturday while trout fishing near Blood's, in Steuben county," said J. C. Wiley of Brooklyn, who returned from his fishing trip on Monday

"It was all through my own recklessness, and after this when I see a rattlesnake attending strictly to its own business I'll attend strickly to mine and let it alone. I was fishing in the headwaters of the Cohocton, and was wading the stream, with fairly good luck. The tront held my attention so closely, however, that I overlooked a big snake that had started to swim the creek at a shallow place just ahead of me. I did not notice nor think what kind of a snake it was, but with that feeling of animosity to the serpent family which is innate in every man, woman and child, I reached down in the water and got hold of a goodsized flat stone and tossed it at the snake. The stone struck the reptile squarely back of the head, carried it to the bottom, and pinned it there. The snake head was held tightly beneath the stone, but its tail and a couple of feet of its body were above the surface, where they thrashed about furiously. It was then I decovered, both by sight and hearing, that the reptile was a rattlesnake. A set of rattles a good half-finger long adorned the snake's tail, and gave out "Still, acting on impulse, I did not realize the peril that might attend the act, and did

their sound loud and rasping. about as foolish a thing as a sane man could be guilty of. I hurried to where the rattlesnake's noisy tail and writhing body were lashing about in the water, and seizing the tail with a firm grasp, jerked the snake's head from beneath the stone. I suppose I then intended to whip the head against a tree that stood on the shore, but I didn't. Although the snake had been held under water, be ath a heavy stone, for at least a minute, the venomous and furious reptile had plently of life and no end of malice left. I had no sooner jerked the snake from under the stone and above the surface when it turned its head like a flash, shot it back, and sunk its fangs in the sleeve of my coat, close to the end, and directly over my pulse. If the aim had been half an inch lower the fangs would have been buried in the flesh and arteries of that vital part of the wrist, and I would more than likely have been a dead man, or as good as dead, before I could have gone to the nearest place for aid. The full force of the deadly peril I had momentarily essnake from me, the fangs that had not yet been withdrawn from the sleeve tearing two little rips in the cloth as I jerked I only noticed that it moved slowly holders it would seem.

away, for I felt myself growing deathly sick and cold. I had only time to reach the bank when I sank down in a half unconscious state. It was a long time be-fore I recovered stength and nerve enough to make my way back to my stopping place, a mile up the stream."

OVERLOOKED SOLDIERS.

A Blank to Be Filled by Veterans Not Counted in the Last Census.

The following blank is printed in the Journal by request of the Superintendent of Census, for the purpose of obtaining, through this paper, detailed information respecting the military services of such survivors of the war of the rebellion as were overlooked, or have reason to believe they were overlooked by the enumerator in June, 1890. All such persons are requested to fill out the blank in pencil, put it in a stamped envelope, and forward to Washington, D. C., addressed to the Superintendent of Census. Veterans who served in more than one organization are requested to give the par-

Use separate sheets of paper and answer all questions consecutively as numbered below, writing names and figures very distinctly: Write full name below. If a widow, write given name only, and add "widow of," supplying the soldier's name.

Date of discharge.

New York Times.

being just alike.

about the restaurant.

Minneapolis Tribune.

Present postoffice address.

I. C.; if in colored regiment, U. S. C. T.

ATHLETIC GIRLS FROM JERSEY.

Astonishes Belated New Yorkers.

a conference. Their appearance had at-

tracted so much attention that a

crowd gathered, and a policeman or

went to the spot to scatter the bystanders.

The young women waited a bit, looked

curiously at the crowd, and then filed qui-

etly down into an all-night restaurant,

where the usual visitor eats "beef and

beans." They seated themselves and beck-

oned to a waiter, and while the crowd of

customers dropped their knives and forks

in wonder the young women quietly or-dered coffee and huckleberry pie, all orders

The waiters in the place spoke in lower

tones than have been heard there before

for several years, and the man behind the

counter who responds to the call of

"Draw one!" smoothed out his apron and

rolled down his sleeves. The odor from the

roses mingled with the fumes from the

beef and beans. A halo seemed to hang

The girls ate their luncheon as they

might have eaten it on the veranda of a

summer hotel, and when the last piece of

pie had disappeared the cashier of the

party paid the bill. They filed out and

quietly formed the procession for a

car. They had no chaperon, and

the presence of a man to protect them

was not needed. They were members of a

women' sathletic club from Hudson county,

N. J., robust and healthy, and perfectly

Isaac Pusey Gray's Opportunity.

"I am not a candidate for Vice-president,"

said ex-Gov. Isaac P. Gray, of Indiana, in

a recent interview, with the accent on the

same interview he says: "I am not a candi-

date for anything." Still futher on he re-

marks: "Gov. Hill would be assuming a

great deal to claim the head of the ticket on

the gratuitous assumption that I would take the second place." All this is said in an interview of twelve lines. The burden

of Mr. Gray's remarks seems to be that he

is not willing to be placed in the position of seeking the second place on the ticket when there is a chance for the higher honor.

Mr. Gray's head is level. It always is on

points of practical politics. He is consid-

Hoosierdom and it does not require a very

sagacious observer to see that Indiana's

propects of furnishing a Democratic candi-

date for the presidency are better than ever before. New York is in a turmoil and

it is more apparent every day that, unless Hill or Cleveland steps aside the Demo-

cratic party must look elsewhere for a pres-

idential nominee for once in its post bellum history. In that event, Indiana's oppor-

tunity is at hand and Gray is the only man

thought of for the place. If President Harrison is renominated the nomination of

Gray is almost a certainty, provided the Cleveland-Hill contest in New York con-

tinues. Therefore it is not at all surpris-

ing that Mr. Gray emphasizes the "vice"

when he says: "I am not a dandidate for Vice-president,"

Mrs. Henry Ward Beecher's Home,

Mrs. Henry Ward Beecher is living quiet-ly at her home in Brooklyn surrounded by

her birds and flowers. In answer to numer-

ous requests to take departments on different periodicals Mrs. Beecher returns to one

and all the reply that at her time of life

wise to enter into any permanent

contract for doing work. She lives in a

beautiful little house, where she has every

luxury provided her in her old age, and

where numerous friends delight to congre-

gate about her and listen to the interest-

ing stories which she tells of her early life and struggles, when Henry Ward Beecher was only a poor Western preacher. Mrs. Beecher has a tad for keeping birds.

Canaries, goldfinches, Java sparrows, love

birds and cockatoos dwell in barmony in a

large cage which she keeps in a lovely sun-

shiny window. With the pretty song-birds

and the beautiful flowering plants in gar-

den and window Mrs. Beecher makes her

Brooklyn home such a delightful spot that

people linger as they pass, finding it a glad resting place for tired city eyes.

High-Priced Insurance Presidents.

It seems a reflection on the general char-

acter of business men, as compensations go

to-day, that any one man can be worth

as vice-presidents. But whether this be

possible or not, it is very certain that most

of the officials drawing these huge salaries.

piled on in addition, are not worth so much

Springfield Republican.

does not think it to be

New York Commercial Advertiser.

red the shrewdest machine politician in

'vice." In a subsequent sentence in the

able to take care of themselves.

thinking there was trouble,

tificate or application.

ticulars of their services in each of them.

Original Puzzles. NO. 3586-NUMERICAL ENIGMA. I am composed of twenty-seven letters.

My 25, 1, 7, 13, 9 is an aphorism.

My 10, 24, 4, 20, 12 is unromantic.

My 22, 15, 8, 11, 17 is trite.

My 18, 6, 14, 23, 21 is to blockade.

My 2, 26, 27, 19 is departed.

My 16, 3, 5 is a coal-scuttle.

My whole is a true saying.

D. F. G. Name enlisted under if different from above. Rank at muster-out. NO. 3587-RHOMBOID. Across-1. A young fellow. 2. Required. 3. A river of Asia. 4. Looked in an oblique man-Number of regiment. Letter of company. ner. 5. Wisely. 6. To signify.

Down—1. A letter. 2. Upon. 3. To ensare. 4. A nine-pin. 5. Margins. 6. To read again. 7. A mournful piece of music. 8. Com-State mustered from. prehended. 9. An abbreviation. 10. An abbreviation. 11. A letter. AUNT XOA. Arm of service-cavalry, military, infantry, NO. 3588-CURTAILMENTS. 1. Curtail the goshawk and leave a liquid measure. 2 Filial reverence, and leave a magpie. 3. Acuminated, and leave a spike in the center of a buckler. 4. A gold coin of Spain, and leave a kind of fire-arm. 5. Perpendicular, Date of enlistment.

1. A letter. 2. A performance. 3. To expect. 4. A spine or prickly fin. 5. A large truncated cone of refined sugar. 6. The subject of a composition. 7. A disease of the hair. D. F. G. NO. 3590-SQUARE. 1. Short and ready. 2. A learned man among the aucient Goths. 3. A country of Asia. 4. A If a pensioner or applicant, number of cerfree-thinker. 5. One of the Muses. NO. 3591-GEOGRAPHICAL DIAGONALS.

If in the regular army, write U. S. A., on line if in navy, U. S. N.; if in marine corps, U. S. Midnight Procession of Uniformed Woman

and leave a kind of play. 6. An iron tool used in driving hoofs on masts, and leave a plant.

NO. 3589-PENTAGON.

THE PUZZLE DEPARTMENT.

[All communications intended for this depart-ment must be addressed to Will H. Graffam, West Scarborough, Me.]

Answers to Puzzles.

NOCTULE STATER UTTER

LEEWAY

No. 3574-1. We-r-st. 2. Ra-i-se. 3. Re-d-act. . Wil-d ly. 5. Wil-l-y. 6. Ri-e-ver.

D. F. G.

No. 3575-The language of truth is simple.

No. 3570-

1 to 3-A country of Europe. 1 to 4-A city of the United States. Fourteen young women, dressed just alike, and so strikingly costumed as to at-2 to 3-A province of ancient Greece tract the attention of all who saw them, walked up Park Row Monday night short-2 to 4-A city of the United States. 3 to 4-A city of the United States. y before the hands on the City Hall clock EVANSVILLE, Ind. HOOSIER GIRL. indicated midnight. They wore blue dresses trimmed with white, sailor jackets [Answers in three weeks.] with big white collars, and jaunty straw Puzzies Answered.

hats with blue and white bands. Each wore red roses at her belt. By Hoosier Girl, Evansville, Ind. Nos. 3570 Two by two they walked, as quiet as nuns The prize is awarded Hoosier Girl and as orderly as soldiers. Newsboys gathered to look at the unusual visitors. The Foot Notes. crowd of idlers in the park and on the cor-AUNT XOA is welcome. ners aroused themselves and asked what NINA-Yes, we should be glad to receive you the procession meant. At the corner of Beekman street they balted, and there was

> Real-Estate Transfers. Instruments filed for record in the recorder's office of Marion county. Indiana, for the twentyfour hours ending at S P. M., July 24, 1891, as furnished by Elliott & Butler, abstracters of titles, Hartford Block, No. 84 East Market

Hoosier Girl-Your prize has been mailed to your address. We were glad to hear from you.

Charles T. Griffin, trustee, to Laura T. Osborne, lot 100, in Kenwood...... Charles T Griffin, trustee, to Charles A. Bookwalter, lot 2, in Kenwood ... 900.00 Charles T. Griffin, trustee, to Charles A. Bookwalter, lot 3, in Kenwood ... Henry H. DeWolf to James C. Burnett, 900.00 lots 1 and 2, in square 6, in Central 500.00 lot 31, in square 9, in Beaty's addi-John C. Pierson to Magdalena Maus, part of lot 37, in Alvord's subdivision of Fletcher's addition 4,500.00 Christoph H. Aebker to Sarah Simmons, lot 47, in Fletcher et al.'s subdivision of outlot 94, etc 2,000.00 Louis J. Metzger et al. to August Stuckmeyer, lot 52, in Meyer's sec-ond addition..... Butler University to Conrad Schener, Elbert O. Curtiss to Frances Stout, lot 23, in Wiley's subdivision of outlot 1,800,00 Ernest Reese to Mary Shifferly, lot 65, in Lewis & Co.'s Arsenal Heights 700.00 John Hord to G. Beaseley Wells, lot

1, in Hubbard's subdivision of lot 3, in square 4, in Harris's subdivision of outlot 157..... 900.00 Abram Bloomer to Albert Younger-man, lot 4, in Hubbard et al.'s sub-division of lot 5, in square 12, in the southeast addition,.... 900.00 Thomas Williams to Taylor Koberts, ots 167, 168, 169 and 170, in East 600.00 John H. Vajen to Robert Handrich, the south half of lot 121, in Vajen's Springdale addition..... Andrew A. Kober to Ellsworth Smith, lots 5, 6, 7, 10, 11, 12, 13, 14, 15, 16 and 18, in square 15, and lots 34

Conveyances, 17; consideration....\$24,200.00 YESTERDAY'S TRANSFERS. Margaret J. Christian to John W. da, lot 37, in Christian's East er, lots 14 and 44, in Osgood's subdivision of Osgood's North Park ad-Mary L. Halloran to James Healy, lot 241, in McCarty's subdivision of out-1,425.00 John M. Trindle to the trustees of the German Ministry M. E. Church, lots 230 and 231, in McCarty's subdivision of outlot 120..... Henry R. Bond, trustee, et al. to Em-ma A Clinton, part of outlot 20..... Mary L. McKay to Horace McKay, lots 12, 13, 14 and 15, in square 93 Peter Gutperle to Bridget Heyland, lot 39, in Fletcher's subdivision of part of lot H, in Fletcher's subdi-

3,200.00 vision of Fletcher's addition Nicholas McCarty et al. to Clarissa A. Evans, lot503, in McCarty's eleventh Annie M. Stilz to George L. Pugh, lot 11, in Stilz's Edgewood addition Ida M. Simpson to Alice B Barnhart, Iot 38, in Tranb's west addition.... James Bell to Charles Scholler, lot 13, in Kappes & Frank's addition...... Frank A. Bosler to Joseph E. Green, lot 56, in Bybee & Pratt's first West-400.00 lot 229, in Ogle et al.'s East Park 450.00 bury, lot 20, in square 12, in Lin-1,000.00 coln Park..... Daniel Suell to Elizabeth S. Russell, the west half of the northeast quar-ter of section 23, township 17,

North-side addition..... Conveyances, 17: consideration....\$29,340.00

Molasses for Fuel. San Francisco Chronicle. Owing to the unusually large crop of

sugar raised in Louisiana this year, there is \$50,000 or even \$25,000 a year to an insur-ance company as president, or that his sons-in-law can be worth \$25,000 or even \$12,500 more molasses in the hands of the planters than they can dispose of. This excess is es-mated at 27,000,000 gallons, and as there is no market for the lower grades it is proposed to utilize it for fuel in the sugar-houses. It seems strange to think of burning molasses as fuel, but if there is no market for it it would better be used as fuel than not at all. It is asserted, however, in with numberless bonuses and perquisites to their companies by a wide difference; and if such salaries produce no better effect this connection that this molasses could find a market in St. Louis, Cincinnati and than have, as a rule, appeared, the sooner they are cut down to a more reasonable elsewhere were it not for the excessive charges which the railroads impose for is the better the interests of policyhauling it.

PARDON US

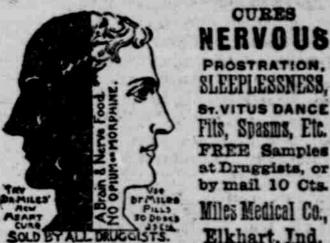
For referring to a subject so unusual, be

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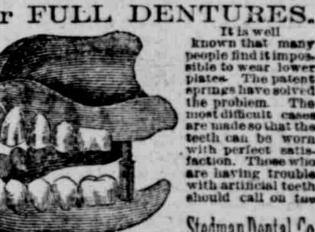
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